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The Daily Press.

HONGKONG, JUNE 8TH, 1910.

For some time past it has become manifest
that the Chinese Government will take an
early opportunity of again raising the
question of the removal of the extra-territorial
clauses in the treaties into which she
has entered with foreign nations. The
question, which is one of salient importance
to Europeans and Americans in China, has
been so fully discussed that little remains
to be said upon it in an abstract point of view.

On the one hand, it may be fairly granted
that there is an inconsistency in recognising
China as within the family of nations, and
thus entitled to be considered and treated as
on an equality with them, while, on the other,
China is denied the right of judicial action
over foreigners resident within her boundaries
and, according to all recognised
principles as applied to civilized nations,
under her jurisdiction. Inconsistent,
however, as this may appear, common-sense
has hitherto sufficiently prevailed in the
matter to cause it to be recognised, not only
by foreign nations, but by the Chinese them-
selves; that the extraterritorial provisions are
reasonable and necessary, and that it would
be impossible to apply Chinese laws, es-
pecially the criminal laws, to Europeans. The
plain fact is that, though civilized in many
directions, the Chinese have retained a good
deal of barbarism in their administration
even to the extent of still inflicting torture
which is illegal in most countries for Europeans
in the country to be subject to such laws.

Even those Chinese who consider that their

own system is in the main desirable, are
sensible enough to know that any attempt
to apply such laws to foreigners would lead
to difficulties, and hence have been willing,
though with reluctance, to accept the extra-
territorial arrangements. At the same time,
the Chinese, not unnaturally, feel that this
state of things is a derogation from their
position as an independent Power, and from
time to time the question has been raised
whether the extraterritorial rights of foreign
nations could not be done away with. The
answer on every occasion has been the same.

Reform your judicial system so as to secure
reasonable justice to our people and exten-
soriality will no longer be necessary." The
question is therefore, at the present day,
merely one plain fact, and it must be dealt
with very carefully upon that basis. Up to
the present, there has certainly not been any
such improvement in Chinese legal procedure
as could justify foreign nations in giving up
the security which they at present have.

To meet this, the Chinese promise a reform
in their judicial system, and no doubt a move-
ment will be made in this direction. The
problem is not an easy one with a people
hitherto so much wedded to "old custom"
as the Chinese, but, with the forward move-
ment which has of late become manifest,
there is good reason to hope that the task
of reforming their laws, so as to bring them
within European standards, may not be
beyond their scope. Indeed, with the logical
powers combined in the man with common-
sense which are characteristic of the
Chinaman in action, whatever he may be in
theory, the task is one for which, if they
set themselves to work seriously and honestly,
the Chinese are peculiarly adapted. We
may expect, therefore, that before many
years have elapsed something definite in the
way of reform in this direction will be
announced. The change has been promised
within something like three years, but
possibly it might take even longer to devise
a workable scheme. Until this is done, it
would manifestly be unreasonable to expect
foreign nations to give up the extraterritorial
clauses. Indeed, it would possibly be rash
to do so, even when a reformed system was
introduced, before ascertaining how such
system was applied. Good laws may be
badly administered; and it is unfortunately
notorious how much unsoundness and cor-
ruption has hitherto characterised Chinese
legal administration among their own people.
The best witnesses on this point are the
Chinese themselves, who have, and certainly
not without reason, been loud in their
complaints. Before the change asked for
can be granted, European nations must be
satisfied, not only that a reasonable code of
laws will be introduced, but that it will be
reasonably and impartially administered.
In insisting upon this, they will be doing,
not an injury, but a great service to China
herself. If there is one thing which the
mass of the people in China would wish with
acclamation, it is such a change in the
judicial administration; and if the existence
of the extra-territorial jurisdiction brings
about this result, they will have every reason
to be thankful that such an arrangement had
been made. As far as foreign nations are
concerned, they would certainly prefer to be
relieved of the responsibilities which the
system imposes upon them; if they are
satisfied that they can forgo those responsi-
bilities with the certainty that their
nationals will receive even-handed justice.

A belated mail via Siberia was delivered on
Monday. We understand that the cause of the
delay rests with the postal authorities of Shanghai.

Progress on the Kowloon-Canton Railway be-
comes more marked every day. The terminus
at Kowloon Ferry wharf is watched with
considerable interest.

Telegams to Tokyo report that the Japanese
bluejackets took first place, with Argentine
crews second, in the international boat racing
competition at Buenos Ayres.

At the Magistracy yesterday Mr. E. E.
Halifax fined the coxswain of the steam launch
Hai Po \$200 for carrying 94 passengers in
excess of his licensed number.

Overcome by bilge gas, six men (two Euro-
peans) fell into a coffee dam on board the oil
tank steamer Conch of London at Singapore
on May 30th. One European lies in hospital in
a critical condition with a fractured skull.

His Honour the Chief Justice returned to
the Col. by the French Mail on Monday and
will resume his office. The Hon. Mr. Ross
Davis, who had been acting Chief Justice in
the interregnum, takes up his duties again as
Attorney-General.

While the caretaker was absent, a thief
entered the Chinese temple at Apolonia and
departed with the keeper's treasure. The care-
taker hastened to the nearest pawnshop, arriving
in time to find the culprit, ransacking his wearing
apparel. Mr. Halifax at the Magistracy
yesterday sentenced the thief to two weeks'
imprisonment and six hours' stock.

On the 25th ult. seven Japanese newspaper
editors left Yokohama for China. They will
stay in Nanking for some time and then make
a trip of investigation along the Yangtze.

The total output of the Chinese Engineering
and Mining Company's three mines for the
week ending 21st May amounted to 19,050.49
tons and the sales during the period to 28,630.60
tons.

At the Magistracy yesterday Mr. J. R. Wood
fined a passenger from Canton by the a.m. *Hawam*
\$250 for being in possession of a quantity of
natives could not be done away with. The
answer on every occasion has been the same.

Reform your judicial system so as to secure
reasonable justice to our people and exten-
soriality will no longer be necessary." The
question is therefore, at the present day,
merely one plain fact, and it must be dealt
with very carefully upon that basis. Up to
the present, there has certainly not been any
such improvement in Chinese legal procedure
as could justify foreign nations in giving up
the security which they at present have.

The *Daily Mail* publishes the final scores in
the Empire Shooting Competition. The leaders
are Granville College (New South Wales), 816;
North London Rifle Club, 810; The Malay States
Rifle Club are 31st, Hongkong 65th, and Pon-
tag 116th.

Bear-Admiral H. P. Williams, who has been
appointed successor to Bear-Admiral Sir
Douglas Gamble as Commander-in-Chief of the
Turkish Fleet, was appointed Commodore in
charge at Hongkong in 1905. During his active
service he has been Naval Attaché in Russia,
Turkey, Norway and Sweden.

Two Chinese appeared before Mr. J. R.
Wood at the Magistracy yesterday charged
with being in unlawful possession of three tubs
of oil. Mr. Reader Harris (of Messrs. Wilkin-
son & Grist) appeared for the defendants
and the hearing of the charge was adjourned,
but being allowed in the sum of \$40 each.

An Italian named Filippo Scarpa, who is
being conveyed to Italy to answer a charge
of murder, was brought before Mr. E. E. Halifax
at the Magistracy yesterday on an extradition
application. He gave a lengthy and detailed
account of his life in Italy, and the magistrate
said that he had no objection to his being
extradited. The Italian was then remanded
to three weeks' imprisonment and four hours' stock.

The *Japan Chronicle* learns that the Depart-
ment of Agriculture and Commerce has under
contemplation a proposal to enact a law for the
protection of dishonest practices in business
competition. The matter is now being investi-
gated by the Patent Bureau, and a Bill is to be
introduced to the Diet in the coming session.

The object of the legislation is to protect the
reputation and credit of produce and manufac-
tures, to prevent the false declaration of
producing places or names, and to check other
fraudulent practices, such as selling goods by
utilizing the credit or reputation of others.

The question of an extension of irrigation
works has been discussed at great length by the
Provincial Assembly of Hunan. At present
wooden pumps worked by hands and feet only
are used, and it is considered that a saving of
time might be effected if more modern methods
were adopted. Windmills have been suggested
and also pumps worked by oxen, but the general
opinion is, we gather from Mr. Howlett's
complaint report, that some form of simple
machinery could be purchased abroad which
would meet requirements. The scheme has not
yet taken concrete form, but there is an evident
desire for improvement.

An Indian constable who was on duty in
Canton Road, Kowloon, on Monday night, seeing
an Amazzone approach with a bundle under
his arm, walked towards him. The man from
Amazzone dropped the bundle and ran, but was
overhauled by the policeman, and with his bundle
was taken to the Police Station. There the
bundle was found to contain four rifle barrels
and a number of cleaning rods. The Amazzone
was charged before Mr. J. R. Wood at the
Magistracy yesterday with being in possession of
arms without a permit, and remarked that the
arms had been given to him by a friend whose
acquaintance he made in Yunnan, and whom he
was now going to China to visit. The hearing
of the case was adjourned.

A further extension of the Navy is to be one
of the principal questions in the next session of
the Japanese Diet, and the various political
parties are said to be making preparations to
bring in investigations into the question of
armaments. We learn that the Constitutional
party has decided to appoint a committee to carry out investigations into the
position of the Navy, from a financial and
diplomatic point of view. Constitutionalists
generally point the necessity of a further
extension of the Navy, but hold that the time
for extent of the increase should be carefully
considered. As to the Army, they
deem it expedient to maintain the existing
standard, but are considering a readjustment.

The Captain's Cup was played for at the
Happy Valley from the 4th to the 6th inst.
with the following results:

CAPTAIN'S CUP.

CUP

POOL

WINNER OF CAPTAIN'S CUP

WINNER OF POOL

WINNER OF CAPTAIN'S CUP

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present—Hon. Mr. W. Chatham, C. M. G. (Vice-President), Hon. Mr. A. W. Brown (Registrar-General), Hon. Mr. S. A. Hewett, Mr. A. Shenton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Hon Tsz, Mr. Lau Chit Pak, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

REVERSION OF INSPECTOR KELLY.

The Head of the Department submitted a minute relative to the reversion of Inspector S. Kelly to the Sanitary Department.

Mr. HOOPER—Does this increase the staff?

The PRESIDENT—No. We have been one inspector short since the last inspector was transferred to the Office of Import and Export, and I have been endeavouring to get another man, but until the report of the working of the Excise Service came in the Government did not wish to have the vacancy filled. However, on Inspector Ballen going on leave, the staff was reduced to 22 instead of the usual 24, so I brought a certain amount of pressure to bear, and as a result Inspector Kelly, formerly of this department, and no longer being required on the railway, reverted to this department.

The paper was laid on the table.

CEMETERY SITES.

A report was submitted relative to the alignment of the sites in the Colonial Cemetery for the use of the naval and military commissioned officers and civil servants.

The PRESIDENT explained that it was not quite clear from the map prepared which portions had been allotted to the navy, the army and civil servants. Consequently the papers were re-circulated, the committee visited the cemetery and agreed upon the sites, stated in the report. He thought it would be well as the Vice-President suggested, to fill in the remaining eastern portion before having any burials in the western portion. It seemed to him useless to start in four different places.

Mr. HOOPER thought the committee's report preferable to the suggested amendment, although he did not oppose it one way or another. The idea was that the naval and military should have their respective areas.

The VICE-PRESIDENT said the difficulty that occurred to him was that there was no apportionment made of the balance of space in the part at present used. The part used hitherto had been allowed to lie idle, and he did not see any sufficient reason at the present time for departing from the arrangement which had hitherto been enforced.

The PRESIDENT thought it would be well to continue the use of the present portion of ground for civil servants and to divide the whole of the other plot between the naval and military. This was agreed to.

A PRESIDENT APPLICANT.

An application was considered for permission to use stall No. 56 in the Central Market for the storage of poultry. The application was accompanied by a petition drawn up by a firm of lawyers.

The PRESIDENT said he thought the Board ought not to encourage these petitions, being brought forward. As members would see from the correspondence, it was forwarded by the applicant's solicitors, and the matter was not one to be put before the Board, although they wanted it to go before the Board. He thought they ought to return the petition, as there could be no doubt about section 73. When there was any question which concerned the Board, he thought members would agree that he had never failed to bring the matter before the Board, and he should be glad to have their support regarding the returning of the petition, which was quite uncalled for. The applicant first went to the speaker, and not being able to get what he wanted, he adopted these tactics.

Mr. HOOPER did not agree that any petition addressed to the Board should be returned without the Board seeing it. He thought, if it was addressed to the Board, that members should be judges as to whether it should be returned and he did not like the way the President put it. He thought an answer should be sent saying the Board had considered it, but he did not think they should allow that the Department should be judges as to whether a petition to the Board should be returned and not brought to the notice of members. He could conceive such a petition, notwithstanding the section to which the President had referred. He would draw members' attention to page 115, the first market bylaw, and these bylaws were made by the Board. The one to which he referred stated that market stalls should be classified and set apart by the Board for the sale, respectively, of certain foods, therefore he contended they had a direct interest. If the Head of the Department was to say he was going to let one of these stalls for a purpose other than contained in the bylaws, and so return a petition, he would be out of order.

The PRESIDENT—That is not the point. It is not a question of whether we are going to let it for poultry or anything else. I inform the applicant who applied that he could not get it and when I informed him that he had to go up to tend to be arranged later on, he then sent in this petition. I am not raising the question of whether we shall let it for the sale of poultry or anything else, as that is certainly a matter for the Board. But the applicant says, I want this stall; I cannot get it from the Head of the Department, therefore the Board should let me have it.

Mr. HOOPER—If you have carried out the Ordinance and put it up for sealed tender I would say at once that the applicant should be informed that the Board cannot deal with it.

But I say we should not allow the Department to return petitions addressed to this Board without our seeing them.

The REGISTRAR-GENERAL—Has that been suggested, sir?

The PRESIDENT—I don't think so.

Mr. HOOPER—I understand you to say so.

The PRESIDENT—I said the petition was before the Board, and suggest now that it should be returned.

Mr. HOOPER—I think an answer should be sent.

Hon. Mr. HEWETT did not suppose the President contemplated sending a petition back without an answer, but their position seemed very clear indeed from the Ordinance. The applicant might or might not be justified in sending a petition to the Board, but if he did they could only return it, and he understood that was the President's proposal; the petition had been sent in, and he understood it was the President's desire to return it, but did not concur.

The PRESIDENT—Yes.

Hon. Mr. HEWETT—It is perfectly correct, and I don't see any objection.

Mr. HOOPER—When I referred to the bylaw I thought the President was laying down a general principle that we could not deal with any petition.

The PRESIDENT—In this petition the man says he wants a stall, but so far as he has not succeeded in getting it because the Head of the Sanitary Department would not let him have it.

Mr. HOOPER—I quite support you.

The REGISTRAR-GENERAL—I think we are all agreed that the Board is unable to entertain the petition.

Mr. HOOPER—Yes, I quite agree with that.

Members decided that the petition should be returned.

A QUESTION OF RELIGION.

An application was made to the Board by Mr. Chan Wing To for permission to bury remains unless clear proof is brought forward that they were practising Christians during their lifetime.

Mr. HOOPER minutes—As there is no proof the deceased was a Christian we have no power to grant it. The fact that the deceased was buried at Caroline Hill indicates she was not a Christian.

Hon. Mr. HEWETT—In view of the very limited space in the Protestant Cemetery, I consider no Chinese should be buried there unless clear proof is brought forward that they were practising Christians during their lifetime.

Mr. LAU CHU PAK—Is there not a site not apart for the burial of non-Christians?

The REGISTRAR-GENERAL—I think we might assume they were Christians, as the application is made by a Christian. We cannot inquire into the religion of every person who has to be buried in the Cemetery. I assume my grandmothers were Christians, but I can give the Board no proof without a very great deal of trouble and inquiry.

The PRESIDENT said this was a question of whether members decided to adopt the report of the committee. The committee decided that this applicant should be told that the remains buried at Mt. Caroline at present must not be removed to the Colonial Cemetery.

Mr. LAU CHU PAK—Is there not a site not apart for the burial of non-Christians?

The REGISTRAR-GENERAL—I think we might assume they were Christians, as the application is made by a Christian. We cannot inquire into the religion of every person who has to be buried in the Cemetery. I assume my grandmothers were Christians, but I can give the Board no proof without a very great deal of trouble and inquiry.

The PRESIDENT said this was a question of whether members decided to adopt the report of the committee. The committee decided that this applicant should be told that the remains buried at Mt. Caroline at present must not be removed to the Colonial Cemetery.

He was afraid that since the laying out of portion of the Colonial Cemetery for Christians the question would arise now as to the case of Chinese and others as to whether they were Christians or not and he did not think that because these Chinese were Christians, their forefathers necessarily were. The fact of the mother being buried at Mt. Caroline seemed to imply that she was not otherwise she would have been buried in the Colonial Cemetery. He thought the ones of the truth as to whether they were a race of Christians lay with them. If the applicant could satisfy the Board, they had no right in

refusing.

The VICE-PRESIDENT—Apart from the question of religion it seems to me that it would be undesirable to allow any general practice of removing remains interred in one cemetery to another cemetery. I think that once an interment has taken place there should be very grave reasons for disturbing the grave, and I move that the application be refused.

Hon. Mr. HEWETT seconded.

The REGISTRAR-GENERAL—I think, sir, the fact is that the applicant already has a grave site in the Colonial Cemetery, and he does not wish to encroach on any other ground.

The PRESIDENT—I am not aware that he has.

The VICE-PRESIDENT—It is very exceptional if he has.

The PRESIDENT explained that this application was brought about through portion of the new terrace in the Mt. Caroline Cemetery being resumed and those buried there were recommended for re-burial in section D, where they would practically have an assurance that the remains would not be disturbed. This applicant was not prepared to have the remains buried there.

The REGISTRAR-GENERAL—If the applicant has not a site, I agree that the application should be refused.

The motion was carried.

TOBACCO FROM SCOTLAND.

The possibilities of tobacco-growing in Scotland are such that Mr. W. M. Neilson, who has been carrying out experiments during the last two years, is satisfied that good smoking-quality tobacco can be grown in that country. He produced considerably more than 400lb. from an acre of three-quarters of an acre last year. During the present year he intends to cultivate an acre of tobacco and persevere with his experiments.

The scene of these tobacco trials is Barcaldine and Queenhill, Kirkcudbrightshire. The land is a clay loam and very stony, fairly well sheltered by plantations, and on one exposed side by a belt of hemp.

"The crop of 1909," Mr. Neilson states, "is not yet sufficiently matured to fit for manufacture, but the tobacco raised in 1908 has been manufactured by the Irish Tobacco Company, of Dublin, and sent out as the 'Gaelic Mixture,' a blend of Scotch and Irish-grown tobacco."

CORRESPONDENCE.

HALLEY'S COMET.

(TO THE EDITOR OF THE HONGKONG DAILY PRESS.)

Sir,—Your readers, as well as the members of the Hongkong C.Y.M.C.A., ought to feel very grateful to Mr. Plummer for his very lucid presentation of many points with respect to Halley's Comet published in your issue of the 13th ultimo, not ordinarily familiar to the gaze. There are, however, one or two more not usually mentioned in the text books which may be usefully added. With regard to the orbit the text books usually tell us that the orbit of a body revolving round the sun may be any one of the conic sections circular, elliptical, parabolic, or hyperbolic. This is only partially true of comets, and astronomers speak vaguely of orbits differing only infinitesimally from parabola or hyperbola, and yet coming round regularly as if moving in a closed circuit.

This requires a little explanation not generally given. The orbit of a comet depends upon its original proper motion with regard to the sun. If it have no proper motion it will, of course, fall directly into the central body; on the direction and velocity of the proper motion will depend whether the path be one or other of the conic sections or even parabola of the nature of a spiral.

A body falling from an indefinite distance with a definite proper motion will most likely assume a parabolic path. In its descent it will be continually tending to fall into the sun, but on account of its proper motion the direction of its path will be perpetually changing and it will be carried past till its arrival at perihelion; past this the forces of gravity will be reversed, the attractive tendency will gradually become less strong, and the comet will recede until it has gained its aphelion. But all this while the proper motion of the comet will be acting, and its aphelion as regards the centre will be on the other side of the axis of the orbit, though at the same distance as before. Other things being unchanged a new fall in the same direction as at first will begin. The orbit in fact is similar to that made by a grover in the familiar process of engine turning. This is the simplest case; but far more complications may be evolved.

With regard to the composition of the cometary body itself, astronomers are gradually beginning to arrive at some common accord. As Mr. Plummer states, the nearest analogue we can suggest in our present state of ignorance is fire-damp.

We know the matter is extremely light—so light in fact that it has eluded all efforts to weigh it.

Yet weight it certainly has, because all its motions under the action of gravity are precisely similar to that of even the heaviest under like conditions. But what belongs to a comet as a whole must belong to each individual particle, that is to say, each particle must attract every other particle in proportion to its weight and inversely proportional to the square of the distance, and hence the comet must have mass, and having mass must have its centre of gravity.

When first the cometary body, then, came together in space, before it had come under the influence of external gravity from any other celestial body, it must have consisted of a spherical mass, increasing in density as its own centre of gravity was approached. There is also every reason to believe that the individual particles as they came together would have acquired a motion of rotation around the common centre of gravity. Such at least is the case when particles of air rush into a partial vacuum to form a cyclone, or in a cistern of water when we open a plug in the bottom, and so the particles rush together in their efforts to escape.

On the 14th May, for the first time during our customary season of Spring fog, at about 3.40 a.m., I saw Halley's Comet just before dawn, and as if to make up for its long continued obscurity I was rewarded with an exceptionally clear view. The tail extended in a straight line along the zodiacal stars to a distance of over fifty degrees, and the outline was particularly clear and distinct till the whole mass, nearly two-thirds of the length of the major axis faded into the dawn. As a rule astronomers form the idea that a comet's tail is always turned away from the sun, and the matter of which it is composed is always streaming away in the same direction, have a tendency to draw their comets as fan-shaped, radiating from the nucleus; in the present case the ellipse for two-thirds of its length was perfect, the minor axis being from 4 degrees to 5 degrees across, so that, considering the enormous distance fallen from aphelion the eccentricity was less than one might have anticipated; but is evidently a function of that of the orbit, increasing in quadratic ratio as the distance from head to tail grows under the lessening distance from the sun. This quite agrees with the suggestion which was published, I believe, for the first time, the other day, by the Director of the Manila Observatory, that the tail of the comet is whirled round through many millions of miles in the course of a few hours, of which there does not seem any recorded evidence. What does happen is that the entire comet approaches the sun in its orbital path, and that at the perihelion the centre of gravity leaves the forward focus, and passes to the after. This is quite in accord with the laws of planetary movement—the comet itself being a microcosm of the entire Solar system.

But if, as the suggestion of the comet being a rotating body necessarily involves, the nucleus and centre of motion be also the centre of gravity, we must believe that one half

of motion being that while each individual particle will pass over equal sectors in equal periods of time, each equi-angular sector will contain an equal mass.

We have little or no evidence to prove that cometary matter is self-luminous; but we have much to indicate that many of the presumed phenomena, e.g., double or multiple tails, are merely the result of refraction. We can see much the same effect in smoke rising from a fire-lure. The curious resemblances seen by many astronomers in their drawings of the coma, may again be paralleled in the reflexions from the brightly-tinted end of the trunnion of a well-kept gun, or the nave of a rapidly-revolving wheel. But there are a few cases, as at Johannesburg a few months ago, where, owing to the excessive condensation, and the consequent friction of the particles of the coma on approaching perihelion, the comet has been found to glow from its own light so as to be visible in daylight.

Mr. Plummer records his experience of an encounter with a comet on the 13th November, 1866. A similar, but apparently otherwise unrecorded appearance occurred at Shanghai in the early morning hours in November (14th, I think), 1886. Waking up and looking out of a window facing northward I saw the whole of the sky

filled with a mass of bright shooting stars, too numerous for calculation, which lasted a couple of hours.

I was not at the time interested in the study,

and presumed someone else would have noted

the phenomenon, so did not at the time record

my observations. My own conclusions as to the nature of cometary movements do not, I believe, always agree with those generally

accepted. They are not, therefore, necessarily

incorrect; as yet, except in the growing use of

photography, and the spectroscope, the astro-

nomer possessed of the most powerful instru-

ments is little in advance of one equipped with

the simplest of binoculars, or the naked eye.

We have to wait with confidence, how-

ever, for future developments.

THOS. W. KINGSMILL.

Shanghai, June 3rd, 1910.

PRAYING FOR RAIN.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Canton, 6th June, 1910.

Sir,—With reference to "Sensu's" letter in your issue of June 6th, may I be permitted to enquire why he assumes that it is merely Christian prayers that are responsible for the beneficent rainfall? Is "Sensu" one of those Christians who sneer at the prayers for rain offered up by Chinese officials in various parts of the Empire as superstitious absurdities, while regarding his own devotions as sacrosanct?—I am, yours faithfully,

THOS. W. KINGSMILL.

Shanghai, June 3rd, 1910.

PRAYING FOR RAIN.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Canton, 6th June, 1910.

Sir,—With reference to "Sensu's" letter in

your issue of June 6th, may I be permitted to

enquire why he assumes that it is merely

NOTICE.

Communications respecting Advertisements, Descriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

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P.O. Box 33, Telephone No. 12.

Telegraphic Address: PRESS Codes: A.B.C.

8th Ed. Lieber's.

NEW ADVERTISEMENTS

NOTICE.

THE Authority given Mr. P. E. F. CARTER to Sign jointly with Mr. C. KOSTON has lapsed. Mr. P. E. F. CARTER's engagement with our Firm having expired on the 14th inst.

REBERT DENT & Co.

Canton, 6th June, 1910. [729]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction For Account of the Concerned, On SATURDAY, the 11th JUNE, 1910, at 11 a.m. at their Sales Rooms, No. 3, Des Vaux Road, Corner of Ice House Street, 19 Cases of ASSORTED MANILA CIGARS, (In Good Order and Condition).

Terms.—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th June, 1910. [730]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "FOOKSANG" having arrived from the above-Porta, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of remaining on board after 4 P.M. on the 8th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD.

General Managers.

Hongkong, 7th June, 1910. [741]

T. & E. BOOTE, LTD.

TILES.

THE Undersigned have now in Stock a Quantity of FLOOR TILES and White and Cream GLAZED TILES, particulars of which may be had on application.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th May, 1910. [682]

THOUSANDS OF DOLLARS ARE SAVED BY THIS EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospective samples and all information from the General Agents,

SIEMSEN & Co. (Machinery Dept.), Hongkong. [494]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF.

LAMB.

MUTTON.

AND

RABBITS.

[42]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St. west of Central Market). Telephone No. 515. [496]

DAVID CORSA & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNOLD, KARBERG & CO. 1535

Sole Agents.

BEWARE of IMPURE WATER.

"PRANA" Sparklet Siphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.

SYPHONS ... at \$2.00 each.

BULBS ... at 0.50 per box

WHOLESALE BUYERS.

Can obtain at London price from

K WONG SANG HONG, LTD., WHOLESALE AGENTS, 246 and 248, Des Vaux Road Central, Hongkong.

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NOTICE OF FIRM

NOTICE.

NOTICE IS HEREBY GIVEN that the Firm of PERCY SMITH & SETH, for some time carrying on Business as Public Accountants at 5, Queen's Road, Central, Victoria, in the Colony of Hongkong, and elsewhere, is This Day Dissolved by Mutual Consent.

Mr. H. PERCY SMITH will continue to carry on Business at the above-named premises, and Mr. J. H. SETH at No. 4, Ice House Street.

H. PERCY SMITH.

J. HENNESSY SETH.

Witnesses:—

C. E. H. BEAVIS,

Solicitor, Hongkong.

Dated 31st May, 1910. [711]

PABST EXTRACT

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPERPSIA. Samples on Application to SIEMSEN & Co., Agents.

Hongkong, 14th December, 1909. [1619]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED

EX ENGLISH MAIL.

STYLISH BATHING DRESSES and CAPS, MUSLINS, CHECK and DOTTED, BLACK ELASTIC BELTS, Cotton and Silk, UNDERSKIRTS, assorted designs and shades, PICQUES with black dots, HANDKERCHIEFS, Ladies and Gent's, FELLIINGS, &c., &c.

You will find our range INCOMPARABLE for Quality, Style, and Prices.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central, Corner of Zetland Street.

Hongkong, 1st June, 1910. [707]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOTS. From No. 10 to SSSG. at \$6.97 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong, 6th March, 1907. [38]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL WORKS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamer load at the Wharves. Quick despatch Telegrams: "Labu Labuan." BRADLEY & CO., Agents. Hongkong, 12th August, 1909. [629]

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospective samples and all information from the General Agents,

SIEMSEN & Co. (Machinery Dept.), Hongkong.

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THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF.

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AND

RABBITS.

[42]

MITSU BISHI-GOSHI KWAISHA

(MITSU BISHI CO.)

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Cable addresses for above: "IWAOKA" codes, A1, ABC 6th Ed., Western Union.

AGENCIES—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: MESSRS. GEARING & CO.

MANILA: MESSRS. MACONRAY & CO.

For Particulars apply to

H. OISHI,

Manager,

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [574]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land" etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwai-chin, is dedicated to Sir ROBERT HABIT, G.C.M.G., and Dr. A. BENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$3.50

To be obtained from MESSRS. KELLY & WALSH LTD., Messrs. BRENTWOOD & CO., from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

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FOR SALE

FOR SALE

THE Cutter Yacht "BRYNHELD," as she lies off Am Kring's, with all Gear and Stores, Bedding and Mess Tents on Board. Length over all, 42 feet; Beam, 10 feet 3 inches. Draught, 5 feet.

Lead Keel weighing 7,030 lbs. Teak Built, Copper fastened.

New Sails, Area about 1,700 square feet.

Large Engine-built Dinghy, Three Anchors, Chain and Hove Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LEIGH & ORANGE.

Princes Building,

2, Des Vaux Road Central,

Hongkong, 31st December, 1909. [106]

FOR SALE

STEAM Launches, Steel Lighters, Wooden Lighters, Steam Cranes (travelling and stationary), Steam Hoists, Lidgrewood Steam Pile Driver, Diving Pump and Dress, Hand Grabs, Captain, Hand Winches, Driving Pulley, Bolts and Nuts, Hook Bolts, Clutch Bolts, Barrel Bolts, Galvanized Spikes, Pile Shoes, Chain Hoists, Iron and Brass Screws, Differdange File, Rolled Steel Joists, Steel Channels, Corrugated Iron, Roofing, Flashing, Angles, Iron, Cast Iron Columns (suitable for building construction), White-washing Machines, Canvas Sewing Machine, Patent Fire Escape, "W.M.T." Light, "KITSON" Light, Acetylene Lamp, Hand Pump, Theodolite, and Leveling Staff, Romeo Duplicator, Comptometer, Telescope (on tripod), Office Decks and Cupboards.

Apply to— HUGHES & HOUGH,

Auctioneers.

Hongkong, 4th May, 1910. [195]

For your own comfort
in Tropical Countries use
CALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

BY APPOINTMENT TO HIS MAJESTY THE KING.

BOVRIL

THE MIGHTY ENERGISER

stimulates, nourishes and sustains without digestive efforts.

The Power of Beef
is in BOVRIL.

58

COLEMAN'S
WINCARNIS,
THE GREATEST TONIC
IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU
It's refreshing and exhilarating effects are a revelation
to those who have never tried it before.
"WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is
prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina,
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [714]



VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s str. *Arcadia* left Singapore for this port on the 3rd inst. at 2.30 p.m., with the outward English Mails, and is due here to-day at about 5 p.m.

THE AMERICAN MAIL.

The P. M. str. *Aries* is due here to-day at 6 a.m.
The P. M. str. *Mongolia* left San Francisco on the 24th ultime for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due at this port on the 24th inst.

The T. K. K. str. *Tonya Maru* left San Francisco on the 31st ultime, for Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive here on the 28th inst.

THE INDIAN MAIL.

The Indo-China str. *Laiyang* left Calcutta for the Straits and Hongkong on the 27th ult., and is due here about the 12th inst.

THE GERMAN MAIL.

The I. G. M. str. *Roon*, carrying the German Mail with dates from Berlin of the 18th ult., left Colombo on the 5th inst. a.m., and may be expected here on or about the 15th inst. p.m.

THE AUSTRALIAN MAIL.

The I. G. M. str. *Cobden* left Sydney on the 4th inst., at noon, and may be expected here on or about the 26th inst.

THE CANADIAN MAIL.

The C. P. R. str. *Empress of China* left Vancouver on the 25th ultime p.m. for Hongkong via usual ports of call.

MECHANT STEAMERS.

The O. S. K. str. *Tacoma Maru* from Tacoma left Manila for this port on the 5th inst., and is expected to arrive here to-day.

The N. Y. K. str. *Methina Maru* (European Line) left Singapore for this port on the 3rd inst., and is expected here to-day.

The T. K. K. str. *Manoku Maru* sailed from Moji to this port on the 3rd instant, at 9 a.m., and is due to arrive here to-day.

The Morgan Line str. *Chase* from United Kingdom left Singapore on the 2nd inst., and is due here to-morrow morning.

The "Ben" Line str. *Benaki* from Antwerp and London left Singapore on the 2nd inst., for this port.

The N. Y. K. str. *Ava Maru* (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 30th ult., and is expected here on the 12th inst.

The O. S. K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 28th ult., and is expected to arrive here on or about the 5th prox.

KEATING'S
WORM TABLETS

A purely Vegetable Sweetened
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children.
To be obtained of all Druggists, Thomas Keating, New York.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNES
OLD VAT

OLD VAT WAS STARTED BY THE LATE ROBERT THORNES
AND IS NOW OWNED BY THE HOUSE OF COMMONS.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILA
A. S. WATSON & CO. LTD.

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JAPAN-ENGLISH EXHIBITION
(FROM OUR OWN CORRESPONDENT)

LONDON, May 14th.

In consequence of the national heterogeneous feast of beauty was deprived of any ceremonial opening to-day. The Hon. President, H. R. H. Prince Arthur, of Connaught, K.G., sent the Commissioner-General, Mr. Irene Kirby, the following telegram:—"On the occasion of the opening of the Exhibition, please accept my best wishes for its success.—Arthur, Hon. President," to which a respectful reply was sent. As we are more interested in the Eastern side of this great Exhibition we must, after congratulating Mr. Kirby on his energy and skill, accord to Mr. Hikojiro Wada, the Commissioner-General of the Imperial Commission and his Commissioners, our admiration of their work in bringing to the West the finest exhibition of works of art that has ever been seen out of Japan. We have the products and resources, arts and crafts of Nippon. On entering at Uxbridge Road we pass through a series of palaces lined with cherry blossom and chrysanthemum. Japanese rocks, mythological statues, marvels in horticulture, and picturesque native stalls with Japanese articles for sale. In the Scene Hall is a fine view of Miyajima, and there we see Japan's four seasons with all their varied beauty. Thence we come to the Palace of Spectroscope, where visitors will see by a long series of views of Japanese life in every phase, Japanese scenery, and Japan at play and at war. Passing next through exhibits by the Japanese Government Railways, Departments of Justice and Finance until we come to Wood Lane, we emerge from a grand avenue of tall cypress trees and rows of stone lanterns, and enter the Red Gate of Nara, where we admire the beautiful carving and graceful tapering of the wood. On the right and left are the tableaux depicting 2,600 years of Nippon, already described in our former notice. The Japan Society here exhibits many historical objects such as documents relating to Will Adams, the first Englishman in Japan, a suit of Japanese armour presented to King Charles II. in 1673, another suit from Windsor, formerly in the possession of George III., armour and swords presented to the Duke of Edinburgh on his visit to the East, &c. On the left of the Court of Honour is the Japanese Industrial Palace, full of beautiful examples of Japanese goods, where over 800 Japanese firms are exhibiting. These represent furniture, upholstery, cabinets, scrolls, silks, cotton, dyed fabrics, laces, toilet and fancy articles, kimono and obi, &c. The magnificence of the Oriental display is striking. Passing on we note that an exhibit from Kyoto is an exact facsimile of the sacred gateway, Chokusho Mon, the original being in the Temple of Higashihongwanji. Opposite is a model of the Temple of the Zojoji in Shiba Park, Tokyo. We come to an elaborate stand of sacred altars and bronze and gilt fittings, and enter the Garden of Pots, where we see the exquisite example of the Japanese gardener's art, a poem of nature, which certainly will be one of the chief attractions. In the native section of the Palace of Natural Resources some 900 firms, associations and institutions are represented. It is devoted to chemicals, alimentation, agriculture, metallurgy and marine products.

In the Japanese Colonial Palace, occupied wholly by the Government, we see what has been accomplished in Formosa, Korea, and Manchuria. We see the results of Japan's work as a colonizing Power, and Japan justifies herself in claiming respect as such. The display in the Japanese Government Departments is one of the most interesting. There are the Red Cross Society, Medical Science, ancient and modern armaments, Naval models, Post Office Home Office, and a series of most effective battle tableaux representing in dioramas the most important national and international wars. The Japanese Art Section is very fine. It contains models of Todaiji, Buddha, a series of twelve models illustrating the development of Japanese architecture, specimens of sculpture dating back to the 7th century; carving in wood and metal, examples of paintings, &c. In the great industrial machinery halls the whole of the left wing has been taken by the Japanese and is filled with artistic treasures. One special attraction must be mentioned, that of the Nippon Yulen Kalaha showing two models of their vessels standing in a bower of Spring and Autumn amidst which are seats for the weary sightseers to rest. Having tarried so long in the pavilions the fresh air of the Japanese Gardens will be appreciated. They produce artisti, repose and harmony, and here we can retire into tea-houses and partake of the refreshing cup, attended to by real native women. A great attraction will be the famous wrestlers from Japan, in the Canadian Pavilion, and two Japanese Theatres, where over a hundred artists from Japan will provide entertainment. Fair Japan, or Japanese village, is very attractive, and here amid proper scenic settings we see the native work and art play. Forman Shin, warlike dwellers of Formosa, reside in their own peculiar native-built houses, and are seen at their occupation and sports, war-dances, &c. The Aina is another unique attraction. There is also a Japanese variety show, jujitsu and physical culture. A Japanese tea-house is an exact replica of those found in the Far East, and dainty little Japanese maidens attend.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—On the 7th at 11.55 a.m.—The barometer has fallen quickly in N.E. Japan owing to the depression, which is moving slowly Eastwards over Hokkaido. Barometric changes in other areas are slight. Pressure is high over the N. part of the China Sea and the Pacific towards the Bonin, and relatively low over the Yangtze valley. Moderate or fresh S. and S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	W. winds, moderate or fresh.
Formosa Channel	Same as No. 1
Hongkong and Lantau	Same as No. 1
Hongkong and Kaiman...	Same as No. 1

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Aspirin, Steel Dragee and Penny Royal.

CHAPOTEAUT, 8, rue Vrigneau, Paris. Sold by all Chemists.

LATEST STEAMER MOVEMENTS.

The T. G. M. str. *Dorfinger*, which left here on the 1st inst., at 1 p.m., arrived at Singapore on the 5th inst., at 5 p.m.

The Mogul Line str. *Lennox* left United Kingdom on the 4th instant for Hongkong via Straits.

The C.P.R. str. *Empress of Japan* arrived at Shanghai at 9.30 a.m. on the 7th inst., and left again at 8 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on the 9th inst.

The T. K. K. str. *Honkong Maru* left Moji on this port on the 6th instant, at 6 a.m., and is due here on or about the 11th inst.

The P. & O. str. *Java* is expected to arrive at Colombo on the 15th inst., at 8 a.m.

The P. M. str. *Korea* left San Francisco on the 7th instant for Hongkong, via Japan and Shanghai, and is due here on the 4th prox.

NOTICES TO CONSIGNEES

NORDDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to the Agent.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 7th June, at 9.30 a.m.

All Claims must reach us before the 11th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 31st May, 1910.

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL

THE Company's Steamship

"INDRADEO."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before To-day.

All damaged packages must be left in the Godowns, where they will be examined on the 9th June, at 9.30 a.m.

No Claims will be admitted after the Goods have left the Godowns, nor will they be recognized if presented after 10 days of the steamer's arrival here, after which date they cannot be recognized.

Optional goods will be landed here unless instructions are given to the contrary before arrival.

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 2nd June, 1910.

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NORDDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th June, at 9.30 a.m.

All Claims must reach us before the 11th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo

Ex. S.S. "BARBAREGIO" from Venice

FORTHCOMING EVENTS.

Thursday, 9th June—Auction of Batan Coal at their Coal Storage Yard and Godowns, To-Kwa-Wan, by Messrs. Hughes & Hough, 11 A.M.
 Saturday, 11th June—Auction of Assorted Manila Cigars at Sales Rooms, by Messrs. Hughes & Hough, 11 A.M.

SHIPPING.

ARRIVALS.

ALICE WORRIMAN, British str., 1,449, J. D. Martin, 7th June—Sail on 2nd June, Rice and General—Chinese.
 Asso. Japanese cruiser, Sato, 7th June—Singapore.
 CHEONGSHING, British str., 1,265, Liddell, 7th June—Tientsin 28th May, General-Jardine, Matheson & Co.
 FOOKEANG, British str., 1,887, T. A. Mitchell, 7th June—Singapore 1st June, General-Jardine, Matheson & Co.
 FUJI MARU, Japanese str., 4,189, Y. Marukami, 6th June—Moji 1st June, Coal-Mitsui Bussan Kaisha.
 HAMUR, French str., 636, E. de Catalano, 7th June—Haiphong 4th June, Rice and General—Massafries Maritimes.
 HAKATA MARU, Jap. str., 6,161, A. Moeke, 7th June—Singapore 1st June, General-Nippon Yusen Kaisha.
 KWANGTZE, Chinese str., 1,468, Looeven, 7th June—Shanghai 3rd June, General—C. M. S. N. Co.
 KUMANO MARU, Japanese str., 3,147, M. Winkler, 7th June—Nagasaki 3rd June, General—Nippon Yusen Kaisha.
 PANLAI, German str., 1,018, J. von Wehrel, 6th June—Bangkok 30th May, Rice—Butterfield & Swire.
 SENETAMIA, German str., 3,730, Eckhoff, 7th June—Shanghai 3rd June, General—Hamburg-American Line.
 SHANER, British str., 2,650, E. J. Pottinger, 7th June—Tientsin 28th June, Salt and General—Butterfield & Swire.
 SHACHING, British str., 1,307, McIntosh, 6th June—Shanghai 2nd June, General—Butterfield & Swire.
 SILVA, German str., 6,520, Porzelius, 7th June—Tianjin 31st May, General—Hamburg-American Line.
 SOYO, Japanese cruiser, Suzuki, 7th June—Singapore.
 YINGCHOW, British str., 1,216, D. Frazier, 7th June—Swatow 6th June—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 7th June.
 Glenturret, British str., for Shanghai.
 Hongkong, French str., for Haiphong.
 Kungkang, Chinese str., for Canton.
 Kuangtze, British str., for Swatow.
 Piaolee, German str., for Bangkok.
 Shinkin Maru, Japanese str., for Moji.
 Silvia, German str., for Straits.
 Soho Maru, Japanese str., for Swatow.
 Simon, German str., for Hankow.
 Tainan, British str., for Mauritius.
 Taino Maru, Japanese str., for Singapore.
 Yingchow, British str., for Nagasaki.
 Yingchow, British str., for Saigon.

DEPARTURES.

7th June.
 AMIGO, German str., for Hojlow.
 CHINAN, British str., for Canton.
 HAITAN, British str., for Swatow.
 HELENE, German str., for Toulon.
 ILLYRIA, German str., for Straits.
 JAPAN, British str., for Singapore.
 KIANG CHING, Chinese str., for Canton.
 KWONGSHING, British str., for Shanghai.
 MATHILDE, German str., for Haiphong.
 NANCHANG, British str., for Swatow.
 PAKH, British str., for Saigon.
 SHANG BEE, British str., for Amoy.
 SINGAN, British str., for Hishow.
 TEAT, British str., for Manila.
 TOURANE, French str., for Europe, &c.
 WESTPHALIA, German str., for Shanghai.

SHIPPING REPORTS.

The British str. Yingchow reports: Moderate breeze and fine weather.
 The French str. Hamur reports: Fresh Southerly winds and clear weather.
 The British str. Yingchow reports: Fine weather, smooth sea, light winds, favourable currents.

VESSELS IN DOCK.

June 7th.
 KOWLOON DOCK—Union, St. Enoch, S.M.S. Corrallat, Gloria, John Prentie, Sorie Baudier, Manche, Lightning, Itha Verde.

TAIKO DOCK—Severio, Tai On, Callao.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.
 FOR VANCOUVER.
 THE Steamship

"OCEANO."

FROM HONGKONG.

ON SATURDAY, the 11th JUNE,

FOR VANCOUVER DIRECT.

To be followed by
 SUVERIC ... 18th June.
 KUMERIC ... 5th July.
 AYMERIC ... 25th July.
 SUVERIC ... 25th Aug.
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, &c., apply to

CANADIAN PACIFIC RAILWAY CO.,
 Hongkong.

Hongkong, 27th May, 1910. [687]

"INVER" LINE OF STEAMERS, LTD.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVERCILDE."

Capt. Alexander, will be despatched as above on SATURDAY, the 25th inst.

For Freight apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 7th June, 1910. [727]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

SECTIONS.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	BERTH.	CAPTAIN.	POB FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL.	ASSAYE.	Brit. str.		Owen Jones, E.N.E.	P. & O. S. N. Co.	On 11th Inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BONNED.	Brit. str.		P. & O. S. N. Co.	P. & O. S. N. Co.	About 15th inst.
LONDON, ROTTERDAM & ANTWERP.	BRECONSHIRE.	Brit. str.		JARDINE, MATHESON & Co.	HAMBURG-AMERIKA LINER	About 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA.	Ger. str.		Brahmer	HAMBURG-AMERIKA LINER	About middle of June.
SITHONIA.	GEORGE.	Ger. str.		Eckhoff	HAMBURG-AMERIKA LINER	About middle of July.
SENEGAMBIA.	GEORGE.	Ger. str.			HAMBURG-AMERIKA LINER	To-day.
SENEGAMBIA.	GEORGE.	Ger. str.			HAMBURG-AMERIKA LINER	19th inst.
WESTPHALIA.	GEORGE.	Ger. str.			HAMBURG-AMERIKA LINER	17th July.
ABARIA.	GEORGE.	Ger. str.			HAMBURG-AMERIKA LINER	21st inst. at 1 P.M.
YABA.	GEORGE.	Ger. str.			MESSENGERES MARITIMES	Middle of June.
CANTON.	DAN.	Dan str.		F. L. Sommer	MELCHERS & Co.	22nd inst. at 12 M.
KAMO MARU.	JAP. str.	Jap. str.		E. Malchow	NIPPON YUSEN KAISHA	1st July.
AKI MARU.	JAP. str.	Jap. str.		B. Cobol	MELCHERS & Co.	10th inst. at Noon.
P. E. FRIEDRICH.	JAP. str.	Jap. str.		Alexander	JARDINE, MATHESON & Co.	23rd inst.
E. F. FRIEDRICH.	JAP. str.	Jap. str.		F. W. Davies	DODWELL & CO., LTD.	24th inst.
AFRICAN PRINCE.	JAP. str.	Jap. str.		F. S. Cowley	DODWELL & CO., LTD.	11th inst.
IVERNECLYDE.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	16th inst.
OCEANO.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	25th inst.
SEVERIC.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	26th inst.
YAWA.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	27th inst.
TAIWAN.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	28th inst.
AWA MARU.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	29th inst.
NAKA MARU.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	30th inst.
YOKOHAMA MARU.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	31st inst.
UMA MARU.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	1st July.
TAICHO IQUIQUE, &c., VIA JAPAN PORTS.	JAP. str.	Jap. str.			CANADIAN PACIFIC R. CO.	2nd July.
AUSTRALIAN PORTS VIA MANILA.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	3rd July.
AUSTRALIAN PORTS VIA MANILA.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	4th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	5th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	6th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	7th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	8th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	9th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	10th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	11th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	12th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	13th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	14th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	15th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	16th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	17th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	18th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	19th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	20th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	21st July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	22nd July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	23rd July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	24th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	25th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	26th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	27th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	28th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	29th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	30th July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	31st July.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	1st August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	2nd August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	3rd August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	4th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	5th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	6th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	7th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	8th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	9th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	10th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	11th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	12th August.
YOKOHAMA MARU.	TAICHO IQUIQUE.	Jap. str.			CANADIAN PACIFIC R. CO.	13th August.

PENINSULAR & ORIENTAL NIPPON YUSEN KAISHA.
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	5.30 P.M., 8th June	Freight and Passage.
LONDON via UGANDA PORTS	ASAYA	Noon, 11th June	See Specials of Call.
LONDON and ANTWERP	BORENO	About 15th June	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLE	BORNEO	Capt. W. H. S. Hall	About 15th June
SHANGHAI, MOJI, KOBE, SOMALI and YOKOHAMA	SOMALI	Capt. A. G. Cubitt, B.N.R.	About 16th June

For further Particulars apply to

E. A. HEWITT,
Superintendent

Hongkong, 8th June, 1910.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHINAN	On 9th June, 4 P.M.
SHANGHAI	LINAN	On 12th June, D'light
CHEFOO & TIENTSIN	KUEICHOW	On 14th June, 4 P.M.
SHANGHAI	SZECHUEN	On 16th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINHUA	On 19th June, D'light
MANILA	TAIWAN	On 25th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE SCHEDULE. TWIN SCREW STEAMERS "ANHUAU" & "CHINAN" ("CHINNA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

10

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING.

"HAIYANG" Capt. A. E. Hodgins SWATOW, AMOY and FOOCHOW. FRIDAY, 10th June, at 10 A.M.

"HAICHING" Capt. W. C. Paschon SWATOW, AMOY and FOOCHOW. TUESDAY, 14th June, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 8th June, 1910.

INDO-CHINA'S NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	KWONGSANG	Wednesday, 8th June, 10 A.M.
TIENTSIN via WEIHAIWEI	CHONGSHING	Friday, 10th June, 4 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	Friday, 10th June, Noon.
SHANGHAI	LOONGSANG	Friday, 10th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CHOYSANG	Saturday, 11th June, Noon.
SANDAKAN	KUTSANG	Saturday, 11th June, Noon.
MANILA	MAUSANG	Tuesday, 14th June, Noon.
	YUENSANG	Friday, 17th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking cargo on through Bills of Lading to Kudat, Labas, Data, Simpang, Tawu, Usutan, Jesselton and Labuan.

Telephone No. 215, Sul. Etch. 4.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,

Hongkong, 8th June, 1910.

GENERAL MANAGER

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EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE "NIPPON"	Beginning of June.	
MARSEILLE, COPENHAGEN and GOTHENBURG	CANTON	Middle of June.

For further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 21st May, 1910.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS	TONS.	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	9,000	WED'DAY, 22nd June, at Daylight.
KAMO MARU	7,000	WED'DAY, 6th July, at Daylight.
AKI MARU	7,000	WED'DAY, 13th July, at Daylight.

STEAMERS	TONS.	SAILING DATES
VICTORIA B.C. & SEATTLE	7,000	SATURDAY, 13th June, from KOBE.
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU YOKOHAMA	7,000	TUESDAY, 21st June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	6,000	TUESDAY, 19th July, at 4 P.M.
KUMANO MARU	5,000	FRIDAY, 10th June, at Noon.
YAWATA MARU	5,000	FRIDAY, 8th July, at Noon.
HAKATA MARU	7,000	WED'DAY, 8th June, at P.M.
YAWATA MARU	5,000	WED'DAY, 14th June, at Noon.
MISHIMA MARU	9,000	THURSDAY, 9th June, at 5 P.M.
COLOMBO MARU	5,000	TUESDAY, 14th June, from COLOMBO.

STEAMERS	TONS.	SAILING DATES
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	6,000	TUESDAY, 19th July, at

